

ARIZONA HOUSE OF REPRESENTATIVES
Fifty-second Legislature – Second Regular Session

MINUTES RECEIVED
CHIEF CLERK'S OFFICE

3-3-16

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Report of Regular Meeting
Tuesday, March 1, 2016
House Hearing Room 1 -- 2:00 p.m.

Convened 5:46 p.m.

Recessed

Reconvened

Adjourned 6:46 p.m.

Members Present

Mr. Ackerley
Mr. Andrade
Mr. Borrelli
Mr. Campbell
Ms. Fann
Mrs. Fernandez
Mr. Kopec
Mr. Stevens, Vice-Chairman
Mr. Gray, Chairman

Members Absent

Agenda

Original Agenda – Attachment 1

Request to Speak

Report – Attachment 2

Committee Action

<u>Bill</u>	<u>Action</u>	<u>Vote</u>	<u>Attachments</u> (Summaries, Amendments, Roll Call, Attendance)
SB1241	DP	6-3-0-0	3, 4, 5
SB1228	DP	8-0-0-1	6, 7
SB1255	DP	8-0-0-1	8, 9
SB1357	DP	9-0-0-0	10, 11
SB1358	DP	9-0-0-0	12, 13
Committee attendance			14

Andrea Allen

Andrea Allen, Chairman Assistant
March 3, 2016

(Original attachments on file in the Office of the Chief Clerk; video archives available at <http://www.azleg.gov>)

ARIZONA HOUSE OF REPRESENTATIVES
Fifty-second Legislature - Second Regular Session

Convened 5:46p
adjourned 6:46p

REGULAR MEETING AGENDA

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

DATE Tuesday, March 1, 2016

ROOM HHR 1

TIME 2:00 P.M.

Members:

Mr. Ackerley
Mr. Andrade
Mr. Borrelli

Mr. Campbell
Ms. Fann
Mrs. Fernandez

Mr. Kopec
Mr. Stevens, Vice-Chairman
Mr. Gray, Chairman

Bills	Short Title	Strike Everything Title
SB1228	<u>dp</u> <u>8.0.0.1</u>	DUI; drugs; ignition interlock requirement(now: ignition interlock requirement; DUI; drugs) (Kavanagh) TI, RULES
SB1241	<u>dp</u> <u>6.3.0.0</u>	photo radar prohibition; state highways (Lesko, Burges, Griffin, et al) TI, RULES
SB1255	<u>dp</u> <u>8.0.0.1</u>	vehicle emissions inspection program; continuation (Pierce, Fann, Fernandez, et al) TI, RULES
*SB1357	<u>dp</u> <u>9.0.0.0</u>	vehicle certificates of title (Worsley, Fann, Gray) TI, RULES
SB1358	<u>dp</u> <u>9.0.0.0</u>	motor vehicle dealer licensing (Worsley, Sherwood: Begay, et al) TI, RULES

* On previous agenda

ORDER OF BILLS TO BE SET BY THE CHAIRMAN

asa
2/25/16

People with disabilities may request reasonable accommodations such as interpreters, alternative formats, or assistance with physical accessibility. If you require accommodations, please contact the Chief Clerk's Office at (602) 926-3032, TDD (602) 926-3241.

Information Registered on the Request to Speak System

House Transportation and Infrastructure (3/1/2016)

SB1228, DUI; drugs; ignition interlock requirement (NOW: ignition interlock requirement; DUI; drugs)

Support:

Kevin DeMenna, representing self

Oppose:

Corey Spofford, representing self

SB1241, photo radar prohibition; state highways

Testified as opposed:

Terry McDonald, representing self; timothy grier, representing self; Teri Sommers, representing self; Michael Cavalola, representing self; Deb Gullett, REDFLEX TRAFFIC SYSTEMS; Liana Garcia, REDFLEX TRAFFIC SYSTEMS

Support:

Corey Spofford, representing self; James McPhetres, representing self

Oppose:

Amber Wakeman, City Of El Mirage; Lana Mook, representing self; Dale Wiebusch, Legislative Associate, LEAGUE OF ARIZONA CITIES & TOWNS; Garrick Taylor, Arizona Chamber Of Commerce And Industry; Stan Barnes, AMERICAN TRAFFIC SOLUTIONS INC; Sabrina Charles, representing self; Geneva Richardson, AMERICAN TRAFFIC SOLUTIONS INC

All Comments:

Terry McDonald, Self: City of El Mirage Police Chief; Lana Mook, Self: Mayor City of El Mirage; James McPhetres, Self: I support SB 1241. All highways had photo enforcement removed. US 60 is classified as a highway and should not be exempt from that ruling. Accident count increased on US60 was installed. ADOT study shows speed should be min 50MPH

SB1255, vehicle emissions inspection program; continuation

Support:

Peter Bengtson, representing self; Patricia Cady, representing self; Gary Beverly, representing self; Stuart Goodman, Arizona Automotive Wholesalers Association; Alisa McMahon, representing self; Michael Ffills, representing self; Kathryn Nail, GREATER PHOENIX CHAMBER OF COMMERCE; Garrick Taylor, Arizona Chamber Of

Commerce And Industry; Kelly Norton, AZ MINING ASSN; Joe Campanella, Gordon Darby; Amanda Stone, AZ DEPT OF ENVIRONMENTAL QUALITY

All Comments:

Peter Bengtson, Self: This is a good program to keep Arizona vehicles in good operating condition.

SB1357, vehicle certificates of title

Testified in support:

Bobbi Sparrow, AZ AUTOMOBILE DEALERS ASSN

Support:

Kathryn Nail, GREATER PHOENIX CHAMBER OF COMMERCE; Don Isaacson, AZ AUTOMOBILE DEALERS ASSN; Jessie Armendt, AZ AUTOMOBILE DEALERS ASSN; Dave Warkentin, ARIZONA INDEPENDENT AUTOMOBILE DEALERS ASSOCIATION; Tom Farley, AZ AUTOMOBILE DEALERS ASSN

All Comments:

Dave Warkentin, ARIZONA INDEPENDENT AUTOMOBILE DEALERS ASSOCIATION: If necessary to answer questions from the committee.

SB1358, motor vehicle dealer licensing

Support:

Don Isaacson, AZ AUTOMOBILE DEALERS ASSN; Jessie Armendt, AZ AUTOMOBILE DEALERS ASSN; Bobbi Sparrow, AZ AUTOMOBILE DEALERS ASSN; Tom Farley, AZ AUTOMOBILE DEALERS ASSN

Neutral:

Stephen Briggs, AZ DEPT OF FINANCIAL INSTITUTIONS



HOUSE OF REPRESENTATIVES

SB 1241

photo radar prohibition; state highways

Prime Sponsor: Senator Lesko, LD 21

X Committee on Transportation and Infrastructure

Caucus and COW

House Engrossed

OVERVIEW

SB 1241 prohibits the state or local authority from using a photo enforcement system on a state highway.

PROVISIONS

1. Provides that the state or local authority may not use a photo enforcement system on a state highway to identify traffic sign, signal, marking or speed violations.
2. Contains a legislative intent clause.
3. Makes conforming changes.

CURRENT LAW

A.R.S. § 28-601 defines a photo enforcement system as a device substantially consisting of a radar unit or sensor linked to a camera or other recording device that produces one or more photographs, microphotographs, videotapes or digital or other recorded images of a vehicle license plate for the purpose of identifying speed and red light violators.

Currently, A.R.S. § 28-1206 prohibits a city or town from placing a photo enforcement system on a state highway unless the city or town proves to ADOT that the photo enforcement system is necessary for public safety and obtains a permit or enters into a contract with ADOT to use the right-of-way.



Arizona Department of Transportation

PHOENIX REGIONAL TRAFFIC ENGINEERING

2140 West Hilton Avenue

Phoenix, Arizona 85009-6913

MEMORANDUM

To: Steve Boschen
From: Jim Windsor *Jim Windsor*
Phoenix Maintenance District Engineer
Prepared By: Matthew Reeg

Subject: Update to US 60 (Grand Ave): Primrose Street Speed Study

Date: May 6, 2015

In January 2015, Phoenix Regional Traffic performed a speed study on US 60 (Grand Ave) between the limits of Greenway Road (Rd.) and Thompson Ranch Rd. The purpose of the study was to make a recommendation for the posted speed limit near Primrose Street. The recommendation from the initial report was to maintain a posted speed limit of 45 MPH.

After the draft study, the Phoenix Maintenance District Engineer requested that Phoenix Regional Traffic expand the study limits to include 111th Ave to Dysart Road (approximately 3 Miles) where the known influence of the speed camera at Primrose Street along US 60 would be reduced.

Based on the expanded speed study, the speed limit could be considered to be raised to 50 MPH after all planned US 60 improvements are completed from the Agua Fria River (Approximately 111th Ave to the SR 303L interchange). The following improvement projects are currently in the 5-year construction program:

Location	Description	Construction Timing
SR 303L	New Interchange -- Widen Existing Overpass	Currently Under Construction
Bell Road	New Interchange (Existing is At grade Intersection)	Late 2015/Early 2016 Start
Thunderbird Rd	New Interchange (Existing is At grade Intersection)	Construct in FY16

At this point in time, the recommendation is to retain the existing speed limit at 45 MPH due to the ongoing and upcoming construction projects and the potential need to address high speed differentials if the speed limit is to be raised to 50 MPH. Once these construction projects are completed a corridor speed study should be conducted to confirm the improvements support a higher posted speed limit.

Revision to the US 60 (Grand Avenue) and Primrose St. Speed Study

May 2015

Prepared By: Matthew Reeg

The Arizona Department of Transportation

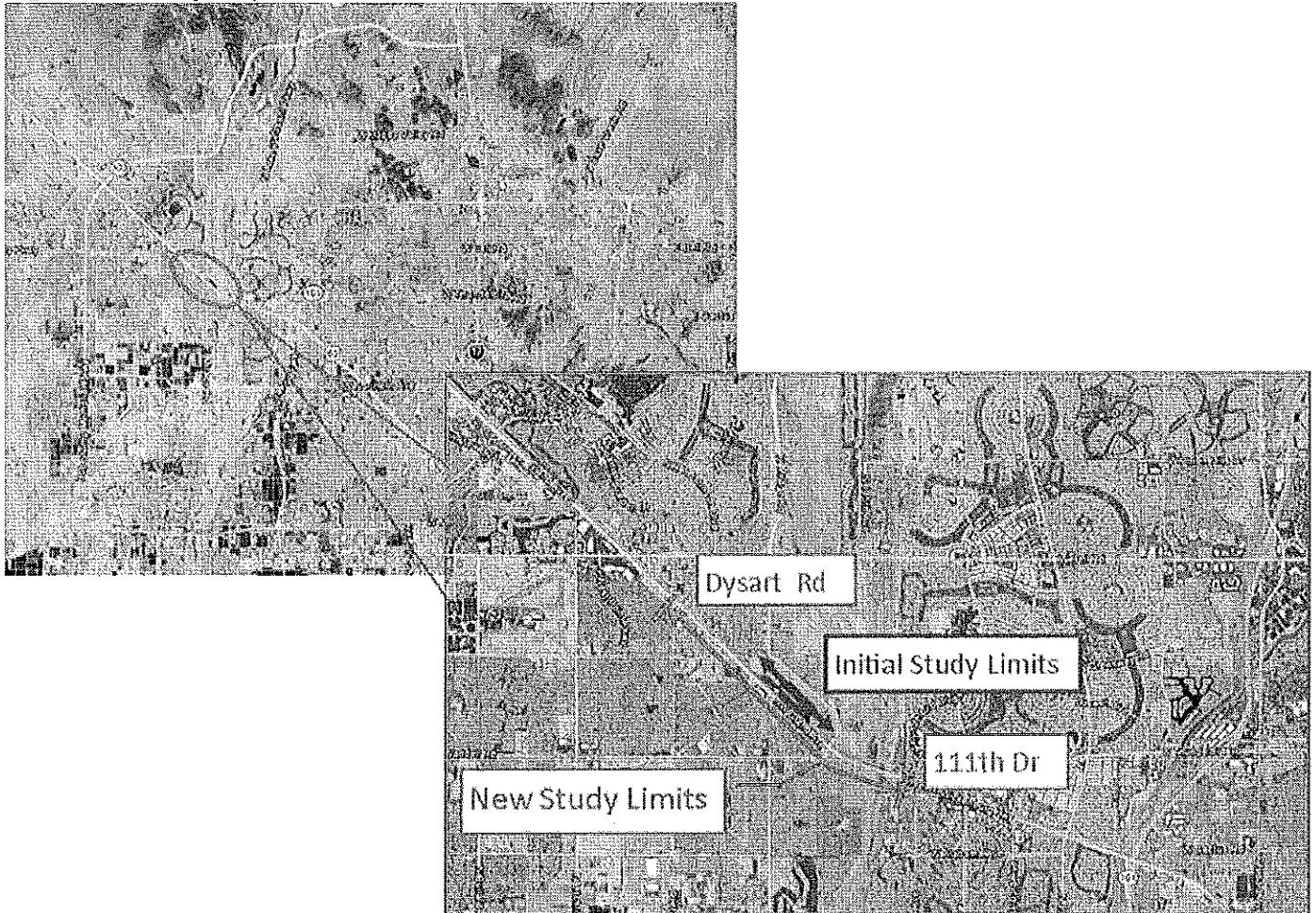


1.0 Introduction

1.1 Location/ Purpose of Study

The purpose of this update is to extend the limits of a January 2015 speed study conducted by Phoenix Regional Traffic, on Grand Ave between Thompson Ranch Rd and Greenway Rd, so that spot speed studies can be conducted on Grand Ave without the influence of the photo enforcement system at Primrose Rd. Therefore, the Northwest limit of the study was extended to Dysart Rd, MP 143.4, and the Southeast limit was extended to 113th Ave, MP 146.4, for a total study area of 3 miles.

Figure 1: Vicinity Map



The following study was performed in accordance with the Arizona Department of Transportation, PGP-222 Speed Studies.

2.0 Data Collection and Analysis

2.1 Roadway Characteristics

The roadway on Grand Avenue is a 6 lane divided highway consisting of three 12 ft lanes, with a right shoulder that ranges from 6 to 10 ft. Access to the North of Grand Avenue is limited to the intersections of Dysart Rd., Greenway Rd. and Thompson Ranch Road. Turn lanes and driveways along the South side of Grand Avenue are spaced about every 1/3rd mile and provide access to high capacity collectors, local arterials and direct access to local business'. A two lane, two way, directional frontage road runs along the south side of Grand Avenue from Thompson Ranch Rd to Dysart Rd. A single set of railroad tracks cross Grand Avenue about 1,100 feet northwest of the Primrose Street intersection.

An ADOT pavement preservation project (Project No. 060 MA 138 H6866 01C), with the limits of L303 to 99th Avenue, was completed in 2012. The project used a design speed of 45 MPH.

Table 1 shows the Average Annual Daily Traffic (AADT) on Grand Avenue within the study section according to the ADOT Transportation Data Management System.

Table 1: AADT on Grand Avenue

Year	AADT
2013	26,067
2012	24,942
2011	25,087
2010	24,780
2009	24,397

2.2 Vehicle Crash Experience

Traffic crash data from August 1, 2009 to July 31, 2014 were reviewed for the study section.

Table 2: Crash Collision Types

Collision Types	Totals
ANGLE (front to side)(other than left turn)	33
HEAD_ON	8
LEFT_TURN	41
OTHER	15
REAR_END	318
REAR_TO_REAR	3
REAR_TO_SIDE	1
SIDESWIPE_OPPOSITE_DIRECTION	4
SIDESWIPE_SAME_DIRECTION	66
SINGLE_VEHICLE	39
UNKNOWN	2
<i>Total</i>	<i>530</i>

Table 3: Crash Injury Severity

Injury Severity	Totals
NO_INJURY	364
POSSIBLE_INJURY	95
NON_INCAPACITATING_INJURY	52
INCAPACITATING_INJURY	18
FATAL	1
<i>Total</i>	<i>530</i>

The crash data represents crashes that were reported as being on Grand Ave within the study limits.

2.3 Maximum Comfortable Speed on Curves, Sight Distance

The single horizontal curve within the study limits occurs at the approach to Thompson Ranch Rd. when traveling Northwest. The data for the curve used to determine the maximum comfortable speed maximum comfortable speed are shown in Table 4. Also occurring during this curve is the limiting sight distance within the study limits. The data for determining the stopping sight distance is shown in Table 5.

Table 4: Maximum Comfortable Speed on Curve

Radius (R) in Ft.	1918
Superelevation (e)	0.055
Friction Factor (assume)	0.11
Safe Speed (MPH)	68.90

Table 5: Minimum Sight Distance

Design Speed, MPH	45	50	55
Reaction Time, Seconds	2.5	2.5	2.5
Deceleration Rate, Ft/s^2	11.2	11.2	11.2
Stopping Sight Distance, Ft	360	424	493

Figure 2: Minimum Sight Distance



The safe speed along the curve and the stopping sight distance caused by the curve would be acceptable for a design speed of up to 55 MPH according to AASHTO design standards.

2.4 Side Friction (Roadside Development), Signal Progression

Dysart Rd, Greenway Rd, and Thompson Ranch Rd. provide the only access to the North of Grand Avenue within the study limits. South of Grand Avenue, there is access to neighboring business' and residential communities from the Grand Ave mainline and the two way frontage road. Access to the frontage road from Northwest bound and Southeast bound Grand Avenue occurs at Greenway Road, Acoma Drive, Primrose Street and Thompson Ranch Road. Various access points to the frontage road for Southeast bound traffic occur approximately every 1/3 mile.

Signalized intersections occur at Dysart Rd, Greenway Road, Primrose Street, Thompson Ranch Road and 111th Dr. A traffic signal coordination timing study and report was conducted by Kimley-Horn and Associates, Inc. in 2012 on Grand Ave from McDowell Rd to 163rd Ave. The objective of the project was to improve the flow of traffic along Grand Ave during AM peak, PM peak and off-peak hours. The outcome of the project was a coordination strategy that uses traffic signal timing that favors:

- a. Southeast bound traffic during the AM peak
- b. Northwest bound traffic during the PM peak and
- c. An off-peak plan that attempts to balance progression in both directions

The posted speed limit during the coordination study was 45 MPH but the coordination was done using a floating car method as defined by MAG (Maricopa Association of Governments). As a result of this study, the traffic signals on Grand Avenue, including Greenway Road, Primrose Street and Thompson Ranch Road, were coordinated to work together and favor heavy AM peak, PM peak and off-peak movements.

There is no parking on Grand Avenue within the study limits.

Due to the proximity of nearby retirement communities, this area has a large population of elderly people. During the field visit, bicyclists and golf cart commuters were observed crossing Grand Ave near the limits of the study.

2.6 Operating Speed (85th Percentile)

Four spot speed studies were conducted within the new study limits (See Attachment 1) during off peak hours as part of this study. In the Northwest and Southeast bound directions, spot speed studies were conducted between 113th Ave and Thompson Ranch Rd and between Greenway Rd and Dysart Rd. The speed studies were conducted in areas where there would be minimal influence by traffic signals and side friction. Speed results from the four spot speed studies are shown in Table 6.

Table 6: Spot speed Study Results

Location	Direction	85th Percentile (MPH)	50th Percentile (MPH)
Greenway Rd to Dysart Rd	NW	55	49
113th Ave to Thompson Ranch Rd	NW	56	50
Greenway Rd to Dysart Rd	SE	55	50
113th Ave to Thompson Ranch Rd	SE	55	49

An evaluation of the pace speeds in each segment were also analyzed as part of this study, see Table 7.

Table 7: Pace Speed Results

Location	Pace (MPH)
NW Greenway Rd to Dysart Rd	Pace 45 to 54, 79%
NW 113th Ave to Thompson Ranch Rd	Pace 45 to 54, 73%
SE Dysart Rd to Greenway Rd	Pace 45 to 54, 79%
SE Thompson Ranch Rd to 113th Ave	Pace 46 to 55, 73%

2.7 US Limits Analysis

USLIMITS2 is a web based tool developed by FHWA designed to help practitioners set reasonable, safe, and consistent speed limits for specific segments of roads. The following analysis was generated using the USLIMITS2 program.

-USLIMITS2 Data Output

-Road Section in Developed Area

-Basic Project Information

User Name - mreeg

Project Name - Updated Speed Study US 60 from 113th Ave to Dysart Rd

Project Number - 5678

Project Date - 03-20-2015

State - Arizona

County - Maricopa County

City - El Mirage

Route Type - Road Section in Developed Area
Route Name - Grand Ave

-Roadway Information

85th Percentile Speed - 54 mph
50th Percentile Speed - 50 mph
Section Length - 3 mile(s)
Statutory Speed Limit - 45 mile(s)
AADT - 25000
Adverse Alignment - No
One-Way Street - no
Divided/Undivided - Divided
Number of Through Lanes - 3
Area Type - Commercial
Number of Driveways - 8
Number of Signals - 5
On Street Parking and Usage - Not High
Pedestrian / Bicyclist Activity - Not High

-Crash Data Information

Crash Data Years/Months - 5/0
Crash AADT - 25000
Total Number of Crashes - 530
Total Number of Injury Crashes - 71
Section Crash Rate - 387
Section Injury Rate - 52
Crash Rate Average for Similar Sections - 341
Injury Rate Average for Similar Sections - 110

-Recommended Speed Limit: 50

Note: The final recommended speed limit is higher than the current 45 MPH posted speed limit.

The crash rate of the section is 387 per 100 MVMT. The average rate for similar sections is 341 per 100 MVMT, and the critical rate is 382 per 100 MVMT. The crash rate of this section is 13% Higher than the average crash rate for similar sections.

The rate of injury crashes for the section is 52 per 100 MVMT. The average rate for similar sections is 110 per 100 MVMT, and the critical rate is 133 per 100 MVMT. The rate of injury crashes for this section is 53% Lower than the average rate for similar sections. A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

3.0 Conclusion

From the findings outlined in this report, it is reasonable to consider raising the speed limit within the study limits to 50 MPH, however, in order to avoid creating a situation where drivers experience varying speed limits in a relatively short distance, the regional traffic office recommends maintaining a posted speed limit of 45 MPH.

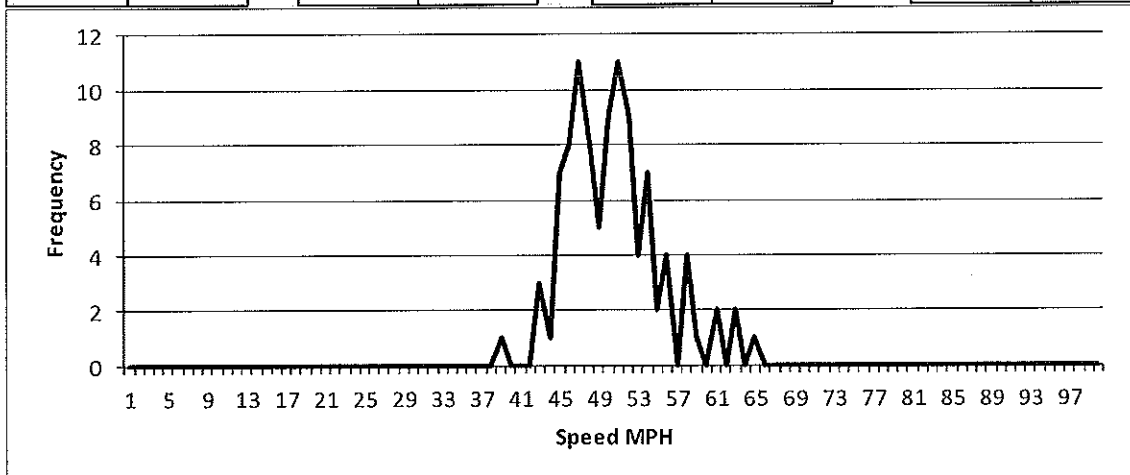
In order to establish a higher speed limit along this US 60 corridor, a speed study should be conducted on Grand Ave from L101 (Agua Fria) to L303. However, there are currently three major projects ongoing within these study limits:

- L303 Interchange, under construction
- Bell Rd grade separation, construction begins at the end of 2015
- Thunderbird Rd improvements, under design

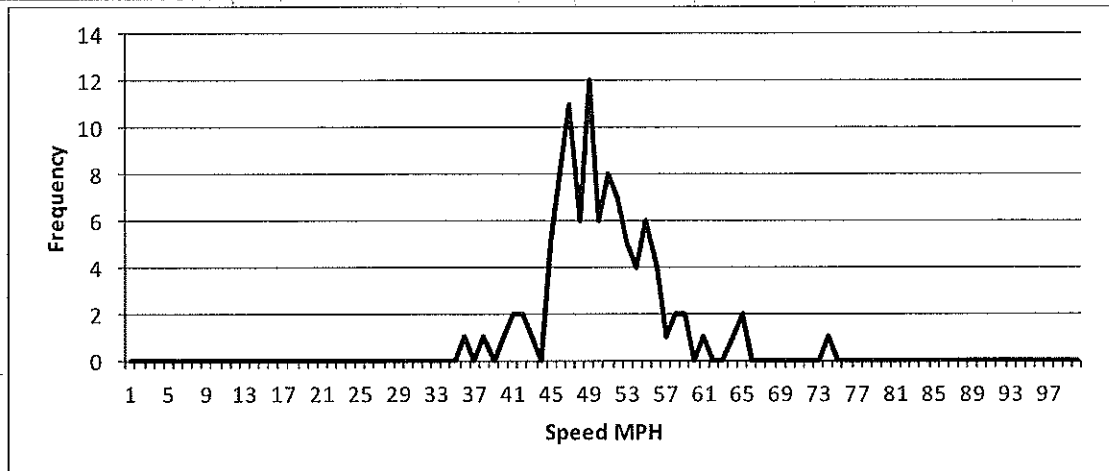
To avoid proposing an increased speed limit on Grand Ave during construction, we recommend the speed study be completed after the completion of the above listed construction projects. As suggested by the US Limits output, a more comprehensive crash analysis should be considered as part of the speed study.

Attachment 1
Arizona Department of Transportation
Traffic Studies Section
Spot Speed Study

Route: US 60				Observations		100	
Location: SE Dysart Rd to Greenway Rd				Average Speed		50.48	
Speed Limit: 45				Mode		47	
Date: 3/20/15				Standard Deviation		4.77	
By: Matthew Reeg				85th Percentile Speed		55	
Time: 11:00 am				50th Percentile		50	
				Pace 45 to 54		79%	
Trial	MPH	Trial	MPH	Trial	MPH	Trial	MPH
1	54	26	54	51	52	76	52
2	48	27	45	52	56	77	50
3	47	28	48	53	47	78	50
4	61	29	51	54	43	79	50
5	58	30	47	55	45	80	39
6	45	31	53	56	46	81	47
7	58	32	51	57	51	82	46
8	59	33	55	58	51	83	45
9	51	34	50	59	50	84	51
10	56	35	48	60	44	85	63
11	51	36	58	61	47	86	54
12	46	37	45	62	43	87	46
13	50	38	48	63	53	88	49
14	46	39	48	64	52	89	54
15	49	40	46	65	48	90	43
16	65	41	48	66	52	91	56
17	55	42	47	67	47	92	45
18	61	43	53	68	53	93	47
19	47	44	45	69	47	94	52
20	49	45	46	70	50	95	51
21	51	46	48	71	52	96	54
22	52	47	52	72	50	97	63
23	54	48	54	73	47	98	52
24	56	49	50	74	46	99	51
25	49	50	51	75	58	100	49



Route: US 60				Observations		100	
Location: SE Thompson Rach to 113th				Average Speed		50.36	
Speed Limit: 45				Mode		49	
				Standard Deviation		5.75	
Date: 3/20/15				85th Percentile Speed		55	
By: Matthew Reeg				50th Percentile		49	
Time: 11:34 am				Pace 46 to 55		73%	
Trial	MPH		Trial	MPH		Trial	MPH
1	47		26	42		76	64
2	58		27	47		77	59
3	48		28	50		78	51
4	40		29	51		79	65
5	47		30	53		80	46
6	51		31	50		81	45
7	47		32	49		82	51
8	51		33	41		83	43
9	38		34	48		84	54
10	42		35	46		85	47
11	52		36	48		86	56
12	52		37	46		87	46
13	56		38	52		88	50
14	47		39	49		89	53
15	58		40	55		90	59
16	46		41	49		91	61
17	49		42	52		92	55
18	51		43	46		93	49
19	49		44	49		94	53
20	55		45	48		95	50
21	49		46	41		96	49
22	36		47	55		97	51
23	50		48	47		98	46
24	55		49	49		99	55
25	49		50	45		100	48



Route: US 60

Location: NW 113th to Thompson Ranch

Speed Limit: 45

Date: 3/18/15

By: Matthew Reeg

Time: 1:10 pm

Observations 100

Average Speed 50.66

Mode 50

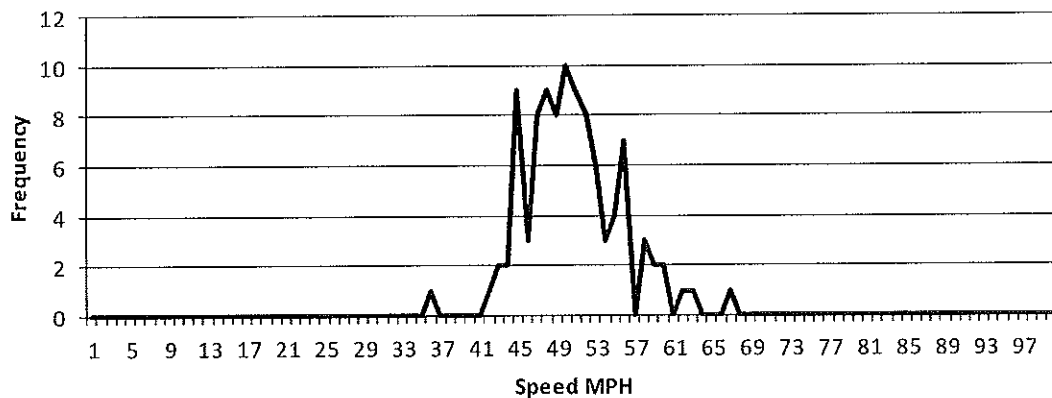
Standard Deviation 4.95

85th Percentile Speed 56

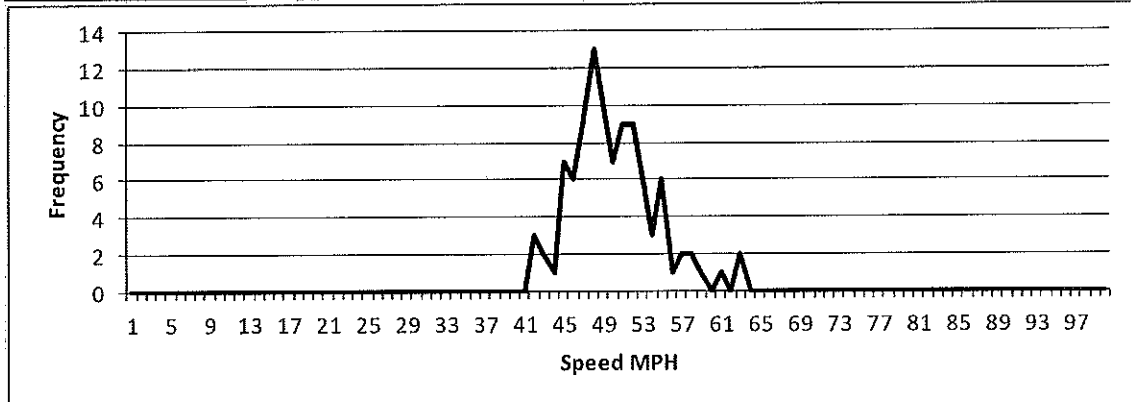
50th Percentile 50

Pace 45 to 54 73%

Trial	MPH	Trial	MPH	Trial	MPH	Trial	MPH
1	52	26	56	51	58	76	42
2	53	27	51	52	56	77	56
3	51	28	45	53	54	78	53
4	48	29	45	54	45	79	36
5	56	30	59	55	48	80	46
6	50	31	51	56	52	81	48
7	46	32	55	57	47	82	49
8	47	33	49	58	52	83	54
9	58	34	50	59	63	84	43
10	50	35	48	60	60	85	47
11	49	36	59	61	56	86	50
12	49	37	53	62	52	87	47
13	44	38	50	63	51	88	47
14	51	39	46	64	56	89	52
15	50	40	45	65	55	90	48
16	49	41	45	66	51	91	50
17	51	42	48	67	53	92	47
18	47	43	48	68	45	93	45
19	47	44	52	69	50	94	50
20	58	45	67	70	50	95	48
21	49	46	45	71	51	96	45
22	55	47	52	72	52	97	43
23	62	48	56	73	49	98	53
24	60	49	55	74	53	99	48
25	54	50	49	75	44	100	51



Route: US 60				Observations		100		
Location: NW Greenway to Dysart				Average Speed		50.03		
Speed Limit: 45				Mode		48		
Date: 3/18/2015				Standard Deviation		4.31		
By: Matthew Reeg				85th Percentile Speed		55		
Time: 1:40 pm				50th Percentile		49		
				Pace 45 to 54		79%		
Trial	MPH	Trial	MPH	Trial	MPH	Trial	MPH	
1	51	26	59	51	49	76	52	
2	51	27	48	52	55	77	49	
3	52	28	52	53	47	78	48	
4	42	29	45	54	48	79	53	
5	47	30	45	55	51	80	56	
6	52	31	52	56	44	81	47	
7	50	32	48	57	55	82	50	
8	45	33	48	58	45	83	54	
9	43	34	45	59	46	84	47	
10	49	35	53	60	55	85	58	
11	47	36	57	61	46	86	45	
12	42	37	46	62	61	87	50	
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16	42	41	58	66	46	91	50	
17	43	42	48	67	49	92	50	
18	48	43	48	68	51	93	48	
19	45	44	47	69	53	94	54	
20	47	45	50	70	52	95	52	
21	54	46	47	71	51	96	49	
22	49	47	48	72	48	97	49	
23	46	48	49	73	51	98	63	
24	51	49	55	74	53	99	53	
25	52	50	50	75	52	100	63	



Route: US 60

Location: NW Greenway to Dysart

Speed Limit: 45

Date: 3/18/2015

By: Matthew Reeg

Time: 1:40 pm

Observations

100

Average Speed

50.03

Mode

48

Standard Deviation

4.31

85th Percentile Speed

55

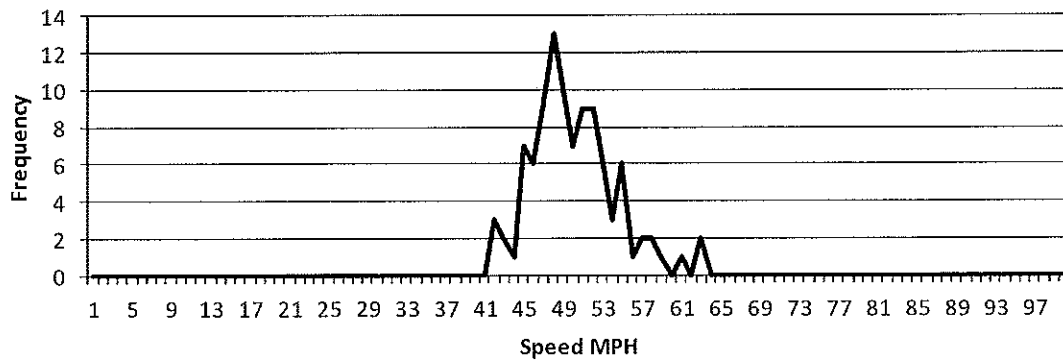
50th Percentile

49

Pace 45 to 54

79%

Trial	MPH	Trial	MPH	Trial	MPH	Trial	MPH
1	51	26	59	51	49	76	52
2	51	27	48	52	55	77	49
3	52	28	52	53	47	78	48
4	42	29	45	54	48	79	53
5	47	30	45	55	51	80	56
6	52	31	52	56	44	81	47
7	50	32	48	57	55	82	50
8	45	33	48	58	45	83	54
9	43	34	45	59	46	84	47
10	49	35	53	60	55	85	58
11	47	36	57	61	46	86	45
12	42	37	46	62	61	87	50
13	46	38	55	63	51	88	51
14	48	39	57	64	47	89	49
15	53	40	55	65	48	90	49
16	42	41	58	66	46	91	50
17	43	42	48	67	49	92	50
18	48	43	48	68	51	93	48
19	45	44	47	69	53	94	54
20	47	45	50	70	52	95	52
21	54	46	47	71	51	96	49
22	49	47	48	72	48	97	49
23	46	48	49	73	51	98	63
24	51	49	55	74	53	99	53
25	52	50	50	75	52	100	63



ARIZONA HOUSE OF REPRESENTATIVES
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ROLL CALL VOTE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE BILL NO. SB 1241

DATE March 1, 2016 MOTION: dp

	PASS	AYE	NAY	PRESENT	ABSENT
Mr. Ackerley		✓			
Mr. Andrade			✓		
Mr. Borrelli		✓			
Mr. Campbell		✓			
Ms. Fann		✓			
Mrs. Fernandez			✓		
Mr. Kopec			✓		
Mr. Stevens, Vice-Chairman		✓			
Mr. Gray, Chairman		✓			
		96	3	0	0

APPROVED:


RICK GRAY, Chairman
DAVID W. STEVENS, Vice-Chairman


COMMITTEE SECRETARY

ATTACHMENT 5



HOUSE OF REPRESENTATIVES

SB 1228

ignition interlock requirement; DUI; drugs

Prime Sponsor: Senator Kavanagh, LD 23

X Committee on Transportation and Infrastructure

Caucus and COW

House Engrossed

OVERVIEW

SB 1228 eliminates the ignition interlock device (IID) requirement for a driving under the influence (DUI) violation not involving intoxicating liquor and allows the court to require an IID.

PROVISIONS

1. Removes the requirement for an individual who has been convicted of a DUI or aggravated DUI which does not involve intoxicating liquor to equip any vehicle they operate with a certified IID and authorizes the court to enforce an IID requirement.
 - a. Mandates MVD to require such an individual to equip any motor vehicle they operate with a certified IID if the court orders such action.
 - b. Outlines administrative guidelines.
2. Permits the court to order a person convicted of a DUI or aggravated DUI to equip their vehicle with an IID for more than 12 months beginning on the date of reinstatement of the individual's driver license, following the suspension or revocation, or on the date of MVD's receipt of the report of conviction, whichever occurs later.
3. Removes the following requirements for MVD:
 - a. to remove the IID requirement if a person is convicted of a DUI of a drug or its metabolite in the person's body, and
 - b. to revoke the driver license of a person who is convicted of a DUI of a drug or its metabolite in the person's body.
4. Makes conforming changes.

CURRENT LAW

Title 28, Chapter 4, A.R.S. outlines provisions regarding DUI violations. Specifically, A.R.S. § 28-1381(A)(1) states that it is unlawful for a person to drive a vehicle while under the influence of intoxicating liquor, any drug, a vapor releasing substance containing a toxic substance or any combination of any of these substances, if the person is impaired to the slightest degree.

If a person is convicted of a DUI or aggravated DUI, the person is required to do the following:

- serve not less than ten consecutive days in jail without probation or suspension of execution of sentence;
- pay a fine of not less the \$250;
- perform community restitution, if ordered by the court;
- pay an additional assessment of \$500, which is deposited into the prison construction and operations fund (A.R.S. § 41-1651); and
- equip any motor vehicle operated by the person with a certified IID (defined by A.R.S. § 28-1301(1)).

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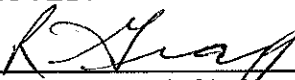
ROLL CALL VOTE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE BILL NO. SB 1228

DATE March 1, 2016 MOTION: dp

	PASS	AYE	NAY	PRESENT	ABSENT
Mr. Ackerley		✓			
Mr. Andrade		✓			
Mr. Borrelli		✓			
Mr. Campbell		✓			
Ms. Fann		✓			
Mrs. Fernandez					✓
Mr. Kopec		✓			
Mr. Stevens, Vice-Chairman		✓			
Mr. Gray, Chairman		✓			
		8	0	0	1

APPROVED:


RICK GRAY, Chairman
DAVID W. STEVENS, Vice-Chairman


COMMITTEE SECRETARY

ATTACHMENT 7



HOUSE OF REPRESENTATIVES

SB 1255

vehicle emissions inspection program; continuation

Prime Sponsor: Senator Pierce, LD 1

X Committee on Transportation and Infrastructure

Caucus and COW

House Engrossed

OVERVIEW

SB 1255 continues the Vehicle Emissions Inspection Program (VEIP) for six years.

PROVISIONS

1. Continues the VEIP for six years.
2. Contains a purpose statement.

CURRENT LAW

According to A.R.S. § 41-3017.01 the VEIP is to be terminated on January 1, 2017.

ADDITIONAL INFORMATION

The federal Clean Air Act prompted the State of Arizona to adopt the Department of Environmental Quality Vehicle Emissions Inspection Program in 1976. (Arizona Auditor General Performance Audit, Report No. 07-12)

The VEIP emphasizes the importance of maintaining vehicle performance to lower the amount of emissions and to extend the life of your car. It utilizes new testing technology and customer service measures to increase the effectiveness of emissions testing.

The Arizona Department of Environmental Quality is responsible for the emissions testing program and laws, which collaborates with ADOT.

The Committee of Reference (COR) met on November 10, 2015 and recommended an extension of five years for the VEIP.

ARIZONA HOUSE OF REPRESENTATIVES
Fifty-second Legislature - Second Regular Session

ROLL CALL VOTE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE BILL NO. SB 1255

DATE March 1, 2016 MOTION: dp

	PASS	AYE	NAY	PRESENT	ABSENT
Mr. Ackerley		✓			
Mr. Andrade		✓			
Mr. Borrelli		✓			
Mr. Campbell		✓			
Ms. Fann		✓			
Mrs. Fernandez					✓
Mr. Kopec		✓			
Mr. Stevens, Vice-Chairman		✓			
Mr. Gray, Chairman		✓			
		8	0	0	1

APPROVED:

R. Gray
RICK GRAY, Chairman
DAVID W. STEVENS, Vice-Chairman

Andrea Allen
COMMITTEE SECRETARY

ATTACHMENT 9



HOUSE OF REPRESENTATIVES

SB 1357

vehicle certificates of title

Prime Sponsor: Senator Worsley, LD 25

X Committee on Transportation and Infrastructure

Caucus and COW

House Engrossed

OVERVIEW

SB 1357 allows the Arizona Department of Transportation (ADOT) to adopt an electronic system for issuing and maintaining electronic certifications of title (title) and modifies requirements for motor vehicle dealers.

PROVISIONS

Electronic Records and Systems

1. Permits the director of ADOT to establish an electronic system for issuing and maintaining electronic titles and procedures for sharing information with law enforcement agencies.
2. Allows a licensed insurance company to execute power of attorney for a vehicle title and registration involving a total loss vehicle settlement without notarization if a licensed insurance company electronically submits the power of attorney.
3. Requires a lienholder to electronically submit the repossession affidavit to ADOT if the lienholder is a financial institution.
4. Makes certain ADOT pilot electronic programs permanent.
5. Mandates a lienholder to notify the next holder of the lien or encumbrance, rather than deliver the title.

Forms and Documents

6. Allows a vehicle owner to apply for a duplicate paper title in the manner prescribed by ADOT.
7. Requires an individual to submit a manufacturer's certificate of origin with an application for a title for a new car.
8. Restricts ADOT from issuing a title without registration for a vehicle under specified circumstances.
9. States that ADOT is to issue a title for an unregistered commercial fleet vehicle if the fleet operator has an international or alternative proportional registration, or if the vehicle is a trailer or semitrailer registered in another state and is used for interstate commerce.
10. Provides that ADOT or an authorized third party is to create the title and provide forms for assignment of title or interest and warranty containing an odometer disclosure statement.
11. Allows a vehicle owner to provide indicia of ownership in certain circumstances, rather than be identified on ADOT's record.

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SB 1357

12. Requires indicia of ownership to be provided to a spouse or person who has interest in a vehicle for each person requesting an immobilization or post-storage hearing for an immobilized or impounded vehicle.
 - a. Directs an immobilizing or impounding agency to release a vehicle before the end of the immobilization or impoundment period if the vehicle's ownership and the vehicle is driven by a customer, potential customer or employee of the dealer.
13. Permits, rather than requires, ADOT to inspect a foreign vehicle before issuing a title or registration.

Motor Vehicle Dealers

14. Requires a wholesale motor vehicle dealer or broker to be a legal resident of Arizona.
15. Exempts a new motor vehicle dealer from the mandated criminal records check.
16. Requires a wholesale motor vehicle dealer to sell at least 10 vehicles to one or more licensed new or used motor vehicle dealers in the prior license year in order to qualify for a motor vehicle dealer license plate.
17. Allows the director of ADOT to establish an education and training program for individuals applying for used or wholesale motor vehicle dealer licenses.
 - a. Allows the education and training program to be administered by a contracted private entity and permits the private entity to charge a fee to each person who applies for an initial or renewal used or wholesale motor vehicle dealer license.

Miscellaneous

18. Defines *certificate of ownership*, *certificate of title*, *indicia of ownership* and *title transfer form*.
19. Makes technical and conforming changes.

CURRENT LAW

Currently, A.R.S. §§ 28-2051 and -2052 requires the purchaser or transferee of a motor vehicle, trailer or semitrailer to submit a title application to ADOT, which then is filed and is determined if is satisfactory. If ADOT approves an application, the department then registers the vehicle and the owner. According to A.R.S. § 28-2003(A)(1), a title for a motor vehicle costs \$4.

A.R.S. § 28-4301(22) defines a *motor vehicle dealer* as a new motor vehicle dealer, a used motor vehicle dealer, a public consignment auction dealer, a broker or a wholesale motor vehicle auction dealer, excluding a person who comes into possession of a motor vehicle as an incident to the person's regular business and who sells, auctions or exchanges the motor vehicle.

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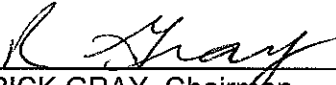
ROLL CALL VOTE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE BILL NO. SB 1357

DATE March 1, 2016 MOTION: dp

	PASS	AYE	NAY	PRESENT	ABSENT
Mr. Ackerley		✓			
Mr. Andrade		✓			
Mr. Borrelli		✓			
Mr. Campbell		✓			
Ms. Fann		✓			
Mrs. Fernandez		✓			
Mr. Kopec		✓			
Mr. Stevens, Vice-Chairman		✓			
Mr. Gray, Chairman		✓			
		9	0	0	0

APPROVED:


RICK GRAY, Chairman
DAVID W. STEVENS, Vice-Chairman


COMMITTEE SECRETARY

ATTACHMENT 11



HOUSE OF REPRESENTATIVES

SB 1358

motor vehicle dealer licensing

Prime Sponsor: Senator Worsley, LD 25

X Committee on Transportation and Infrastructure

Caucus and COW

House Engrossed

OVERVIEW

SB 1358 states that a motor vehicle dealer must obtain a license through the Arizona Department of Transportation (ADOT) Motor Vehicle Division (MVD), rather than the MVD and the Department of Financial Institutions (DFI), and modifies the motor vehicle dealer licensing fee structure.

PROVISIONS

1. Removes the requirement for a motor vehicle dealer to apply through DFI and provide \$300 for an application fee; and \$150 for an annual renewal.
2. Requires a motor vehicle dealer to pay a \$400 filing fee to MVD if the dealer has a contractual relationship with a third party lender.
 - a. Allocates \$300 of this fee to the General Fund (GF) and \$100 to the Arizona Highway User Revenue Fund (HURF).
3. Requires a motor vehicle dealer to pay a \$100 license continuation fee, if issued annually.
 - a. Mandates that if a dealer has a contractual relationship with a third party lender, the dealer is to pay a \$250 license continuation fee.
 - i. Allocates \$150 of this fee to the GF and \$100 to HURF.
4. Makes technical and conforming changes.

CURRENT LAW

Currently, a motor vehicle dealer is required to apply for a license through DFI and MVD. A.R.S. § 6-126 states that a \$300 nonrefundable fee, and \$150 for an annual renewal, must be payable to DFI to apply for a motor vehicle dealer license. A.R.S. § 28-4302(A)(3) requires a dealer, manufacturer, distributor, importer, factory branch, distributor branch, automotive recycler, or wholesale motor vehicle dealer to pay a \$100 license filing fee, if the license is issued annually.

A.R.S. § 28-4301(22) defines a motor vehicle dealer as a new or used motor vehicle dealer, a public consignment auction dealer, a broker or a wholesale motor vehicle auction dealer, excluding a person who comes into possession of a motor vehicle as an incident to the person's regular business and who sells, auctions or exchanges the motor vehicle.

ARIZONA HOUSE OF REPRESENTATIVES
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ROLL CALL VOTE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE BILL NO. SB 1358

DATE March 1, 2016 MOTION: dp

	PASS	AYE	NAY	PRESENT	ABSENT
Mr. Ackerley		✓			
Mr. Andrade		✓			
Mr. Borrelli		✓			
Mr. Campbell		✓			
Ms. Fann		✓			
Mrs. Fernandez		✓			
Mr. Kopec		✓			
Mr. Stevens, Vice-Chairman		✓			
Mr. Gray, Chairman		✓			
		9	0	0	0

APPROVED:

R. Gray
RICK GRAY, Chairman
DAVID W. STEVENS, Vice-Chairman

Andrea Allen
COMMITTEE SECRETARY

ATTACHMENT 13

ARIZONA STATE LEGISLATURE
 Fifty-second Legislature - Second Regular Session
COMMITTEE ATTENDANCE RECORD

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

CHAIRMAN: Rick Gray VICE-CHAIRMAN: David W. Stevens

DATE	3/1 /16	/16	/16	/16	/16
CONVENED	5:46p m	m	m	m	m
RECESSED					
RECONVENED					
ADJOURNED	6:46p				
MEMBERS					
Mr. Ackerley	✓				
Mr. Andrade	✓				
Mr. Borrelli	✓				
Mr. Campbell	✓				
Ms. Fann	✓				
Mrs. Fernandez	✓				
Mr. Kopec	✓				
Mr. Stevens, Vice-Chairman	✓				
Mr. Gray, Chairman	✓				

✓ Present --- Absent exc Excused